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| ACP WG-M/18 REPORTJuly 20 - 22, 2011 |
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**AERONAUTICAL COMMUNICATIONS PANEL (ACP)**

**WG M – Maintenance of A/G and G/G Communication Systems**

**18th Meeting**

**Montreal, Canada, July 20th- 22nd, 2011**

**DRAFT - Report of ACP WGM-18 Meeting**

**Drafted by the Secretary**

**Summary**

This document is the DRAFT ACP WGM-18 Meeting Report.

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# OPENING OF MEETING

1.1 The Working Group Rapporteur, Brent Phillips opened the 18th meeting of WG-M. Following which, the meeting participants introduced themselves to the meeting.

1.2 This was followed by a review of the meeting agenda and schedule. Certain items were re-scheduled to make best use of time. A scheduled briefing on SWIM was dropped from the agenda as the majority of attendees had already seen this during the preceding WG-I meeting.

1.3 Once the agenda was agreed, Working Papers and Information Papers were allocated to agenda items. The final agenda showing the allocation of working papers is given in Appendix 2.

1.4 Liviu Popescu (EUROCONTROL) presented WP2 on behalf of the ACP Members of France, Germany, Spain, UK and EUROCONTROL. This paper raises a concern for the proposed approach in terms of security requirements in WGM and clarifies the understanding for the scope and mandate of WGM. As a result the paper proposes that some of the WGM-18 agenda items to be considered to be addressed by WGW-4 in September 2011, as being considered within the scope of WGW. WGM was invited to ask guidance from WGW on the security discussion before proceeding further and to note the suggestions for the drafting of the Agenda.

1.5 Vic Patel, FAA presented flimsy addressing comments to EURCONTROL’s WP02- “Agenda Items and security position paper”. The topics addressed by the flimsy were as follows:

1. Security is optional in Doc 9880

Tom McParland, FAA contractor support joined via telecom and added the following points:

1. Doc Doc 9880 Security needs to be published; otherwise, the other parts do not make sense

c). The Doc 9880 versions of CPDLC and CM include Security

1. Doc 9880 ULCS includes support for security (in fact security support is the only change). Note: EUROCONTROL questioned this statement pointing out that these provisions had been validated prior to their original inclusion in Doc 9705 Vers. 3.

e). If ATN Security is not published along with CPDLC, CM, and the ULCS then these parts should be deprecated and the community should go back to the Link 2000+ baseline of Doc 9705 Edition 2

1.7 Greg Saccone, Boeing agreed with some above items as discussed by Tom McParland. However, security being optional in the US does not mean it is truly optional; the burden on the aircraft is still there to support the optional service. He did agree that without the security specification, the bulk of Doc 9880 has no value over Doc 9705 Ed 2.

 1.8 Jean-Yves Piram, France, and Greg Saccone, Boeing stated that technically, the ATN Security material developed for 9705 edition 3 is excellent material. However, the requirements driving the need for security has yet to be released from the FAA. Further, the material needs to be harmonized among RTCA SC-214/EUROCAE WG-78, EUROCONTROL, and European countries. There was some discussion on validation. The meeting was reminded of the need for a globally harmonised end-to-end solution for security.

 1.9 Vic Patel, FAA stated that ATN Security was validated for 9705 edition 3, and further validated by Honeywell for doc 9880. FAA is planning more validation, and prototyping for the FAA’s Data Communication program.

1.10 Vic Patel, FAA stated that significant amount of resources – labor, money, and time, was utilized to develop ATN Security – 9705 edition 3 by various participants from EUROCONTROL, France, Germany, FAA and industry, and therefore current material must be used to continue future ATN Security efforts. WG M needs to develop proposal for WG W to continue ATN Security efforts.

1.11 Mike Olive, Honeywell stated concern that if there be new security solution, it will take in excess of five years to finalize the material, thus adding time pressure to the Data Comm and other programmes (ie. AeroMACS), closer to implementation.

1.12 Vic Patel, FAA discussed the placement of MANUAL ON DETAILED TECHNICAL SPECIFICATIONS FOR THE AERONAUTICAL TELECOMMUNICATION NETWORK (ATN) using ISO/OSI standards and protocols - PART IV-B – SECURITY SERVICES - 1st edition on the ICAO Repository as agreed to at the last meeting WG M#17 in Bangkok. This document is the equivalent of Doc 9705 SV VIII with PDRs.

1.13 Vic Patel, FAA presented Working Paper (WP6) which provides a version of Doc 9880 Part IV B which incorporates all Amendment Proposals presented at previous WG-M meetings.

1.14 Despite the European position, it was decided at WG-M/17 that the security provisions would be included in Doc 9880 Part IVB with the understanding that, they would be revisited once the European position was clear. This decision was made based on the apparent urgency need for a security solution. At WG-M/18, the question was asked whether any current programmes had a need for the security provisions at this time. The response to this was negative. The response was that no current FAA programmes has a need for security because in the short-term, the Data Comm programme will utilize current technology (i.e; FANS-1/A+ equipage).

1.15 It was therefore agreed that WG-M should take a more considered approach to this work. This would first involve presenting the current status of work and planned activities to WG-W for consideration and direction on how to proceed. Key to this would be the need for an operational requirement (which has yet to be defined). It must also be made clear to WG-W that any security work must be applicable to all air-ground links. This resulted in the following action item:

**ACTION ITEM 18-1:** Vic Patel (FAA) will produce a report to WGW in September about the current status of the work and the planned activities to define security provisions for Datalink services. The report will be co-ordinated with SC-214/WG-78 and EUROCONTROL before submission.

1.17 The above outcome resulted in parts of Agenda Item 3(a) and all of (c) being dropped.

1.18 The meeting then proceeded to the approval of the report of WG-M/17 and a review of the action item. Liviu Popescu tabled a copy of the report with comments from EUROCONTROL. This was reviewed and approved without modification and became the final report of the WG-M/17 meeting.

1.19 The result of the Action Item review was as follows:

**Action Item 15-1:** Open pending further investigation

**Action Item 15-4:** Open

**Action Item 16-1:** Closed – work done and then found unnecessary, refer report WG-I/14

**Action item 16-2:** Open

**Action Item 16-3:** Closed as this is not possible.

**Action Item 16-5:** Open pending outcome of this meeting.

**Action Item 16-6:** Open

**Action Item 16-8:** Open

**Action Item 16-9:** Open

**Action Item 16-10:** Open – in progress.

**Action Item 16-12:** Open

**Action Item 17-2:** Open

**Action Item 17-4:** Closed – due to submission of Draft Doc 9880 Part IV-B

**Action Item 17-5:** Closed – due to submission of Draft Doc 9880 Part IV-B

**Action Item 17-6:** Open – action required.

**Action Item 17-7:** Closed

**Action Item 17-8:** Open – in progress.

**Action Item 17-9:** Open

**Action Item 17-10:** Open – in progress.

**Item for Follow-Up #1**: Closed – a standing agenda item on AP30 reports will be added.

**Item for Follow-Up #2**: Closed – a standing agenda item on WP16 and SC-214/WG-78 reports will be added.

**Item for Follow-Up #3**: Open

**Item for Follow-Up #4**: Open

**Item for Follow-Up 17-1**: Closed

**Item for Follow-Up 17-2:** On-Going depending on workload.

**Item for Follow-Up 17-3:** Open

1.20 Item for Follow-Up #1 prompted a brief discussion on AP30. It has been broken into two groups, one dealing with the near-term aeronautical communications environment, the other dealing with the long-term aeronautical communications environment. There was some discussion about the need to update the COCR (a major product of AP17) during AP30. It was pointed out that in Europe a review of the COCR is being considered based on information that has come to light in a recent AOC study. This resulted in the following action item:

**ACTION ITEM 18-2:** Peter Muraca to contact Gregg Anderson to find out if the COCR is to be updated and how.

# AGENDA ITEM 2: CONFIGURATION MANAGEMENT PROCESS

2.1 This item began with a brief recap of the discussion on this which took place at WG-M/17, dealing with the need for configuration management between the industry standards-making bodies and ICAO. The WG-M/17 report was used as a reference. It was pointed out that some of the industry standards-making bodies had been informed of this informally.

2.2 Jean-Yves Piram explained to the meeting that a similar process based on a Configuration Control Board (CCB), which allowed for input from industry stakeholders existed in the past. This was very well organised, making use of standard forms for submission and comment and an automated distribution mechanism. The Secretary explained that this role would most likely be assumed by the Standards Roundtable group but that they could easily benefit from the past experience. This lead to the following action item:

**ACTION ITEM 18-3:** J-Y Piram to forward details of the previous CCB to the Secretary for consideration.

2.3 The discussion then moved to the CCB considered for WG-M as discussed at WG-M/16 and 17. The Secretary stated that this process was discussed in order to help expedite the processing of a large volume of work that was expected. This volume of work had yet to eventuate, hence a CCB was not necessary and it may even impede progress. It was agreed to postpone the formal establishment of a WG-M CCB until the workload increased significantly.

**Meeting Outcome 18-1**: The WG-M CCB process to be postponed until justified by the document processing workload.

# AGENDA ITEM 3 - ATN/OSI DOCUMENT 9880 UPDATE STATUS

3.1 Michael Olive, Honeywell, presented information paper (**IP04**) titled “ATN/OSI Security References in ARINC Specification 823 - Status Update.” This paper is a follow-up to WGM17/IP-01, which presented an overview of parallel industry standardization efforts within the Airlines Electronic Engineering Committee (AEEC) to update ATN/OSI security references contained in ARINC Specification 823, ACARS Message Security (AMS), from ICAO Doc. 9705 Sub-Volume VIII to ICAO Doc. 9880 Part IV-B. Mr. Olive reported that the AEEC voting members adopted ARINC Specification 823 Supplement 1 during the AEEC General Session held on 18-21 April 2011 in Memphis, TN (USA); however, AEEC is deferring publication of ARINC Specification 823 Supplement 1 pending the publication of Doc. 9880 Part IV-B. WG-M was invited to note these results and the dependency on the publication of Doc. 9880 Part IV-B. The ICAO Secretariat indicated that although Doc. 9705 Edition 3 is discontinued, ICAO ACP is still making that document available in its online repository. In addition, he welcomed a communication from AEEC requesting that ICAO ACP continue to make Doc. 9705 Edition 3, and in particular Sub-volume VIII, available to support the references in the original version of ARINC 823 until such time that Doc. 9880 Part IV-B is published. Mr. Olive agreed to coordinate with AEEC and convey this suggestion.

3.2 The remaining sub-item under this item was 3(b) for which no paper had been received.

# UPDATES TO VDL MODE-2 DOCUMENTS

**4.1 4a) VDL-2 Multi-frequency validation activities**

Liviu Popescu (EUROCONTROL) presented IP7 on behalf of Martin Adnams, the Link 2000+ Programme Manager. The presentation is an update on the validation activities performed by EUROCONTROL on VDL-2 multi-frequency specification: AEEC 631-6 (common baseline with FAA).

4.2 The validation is done in a phased approach: Phase 1 – laboratory testing, Phase 2 – Flight trails in a limited VDL M2 Multi-Frequency ground implementation and Phase 3 – Airline Flights in a limited VDL M2 Multi-Frequency ground implementation.

4.3 SITA was contracted to support the validation via EUROCONTROL Maastricht UAC. PM-CPDLC Pioneer avionics had been also contracted to support the MF validation.

Phase 1 – Laboratory testing started on 27th September 2010 in Montreal.

Phase 2 – 3 DFS/SITA VDL Ground stations had been upgraded with MF capability. Flight Trials were performed on 26 November 2010 and 18 March 2011.

Phase 3 – Planned to start Q4 2011.

4.4 Conclusions so far:

* A number of VDL-M2 multi-frequency operations had been successfully demonstrated.
* Some clarifications are needed in particular regarding the Air FSL
* Guidance for implementers is needed

**4.5 4b) Updates for VDM Mode 2 Technical Manual**

Liviu Popescu (EUROCONTROL) presented IP5 on behalf of the Link 2000+ team.

4.6 This paper presented the information on a number of ambiguities in the VDL2 multi-frequency standards that have been exposed during the VDL2 Multi-Frequency validation exercise undertook by EUROCONTROL. Most such issues are ‘corner cases’ that are not believed to pose a major risk to interoperability, although a small number of issues pose a more significant risk, and hence merit more urgent clarification.

4.7 EUROCONTROL undertakes to seek consensus amongst implementers on each issue/ambiguity listed in chapter 2 of the paper and will develop guidance material and clarifications for further inclusion in DOC 9776.

4.8 Based on the outcome of the work described in IP5, Peter Muraca advised that this material be presented at the upcoming joint RTCA SC-214 VDL sub-group/AEEC DLK in October 2011 at the FAA Technical Center.

4.9 WGM is invited to provide views/comments on the EUROCONTROL proposals for each issue. The comments shall be addressed to the following addresses:

Martin Adnams – martin.adnams@eurocontrol.int

Patrick Delhaise - patrick.delhaise@eurocontrol.int

Laurent Meyer - laurent.meyer@eurocontrol.int,

Nicholas Witt - n.witt@nwc.u-net.com

**4.9 4c) Discussion on harmonisation effort DOC9776, AEEC 631-6, RTCA-DO224C/DO-281B, EUROCAE WG92**

Liviu Popescu (EUROCONTROL) presented IP6 on behalf of Patrick Delhaise and Laurent Meyer from the Link 2000+ team.

4.10 This paper presented the MAPS and MOPS current status and the EUROCAE and RTCA planned activities schedule.

The salient points were:

- Agreement for MASPS & MOPS to be aligned to AEEC 631 supplement 6 at the SC214 plenary in Washington (November 2010)

- Agreement for MASPS to go to FRAC on SC214 plenary in Berlin (April 2011)

- Alignment for EUROCAE and RTCA MOPS. Creation of the EUROCAE WG92, working together with RTCA WG78 to incorporate EUROCONTROL multi-frequency tests with the aim to have the same set of test cases for RTCA and EUROCAE MOPS.

- RTCA MASPS - FRAC comments to be resolved and standard publication to happen before December 2011.

- EUROCAE & RTCA MOPS - Resolution process to start after the next SC214 plenary #13 (October at Atlantic City). To be released: end 2011

- Alignment of AEEC 631-6 with ICAO DOC 9776 through activity conducted by FAA DATACOM Programme.

4.11 Peter Muraca, FAA, presented “Updates to ICAO Doc. 9776 – Rev. 4”. This paper detailed the Amendment Proposal (AP) history of Doc 9776. Additionally, the paper proposed an additional change to AP # 310, which now aligns with ARINC 631-6 specifications and the RTCA DO-224C MASPS. The meeting was advised that DO-224C is currently in the RTCA FRAC process, and resolutions to this process will take place during Plenary # 13 of RTCA SC-214 / EUROCAE WG-78, which is scheduled for September 26 - 30, 2011. As a result of this FRAC process, any updates necessary for ICAO Doc 9776 will be introduced as new APs in time for ICAO ACP **WG-M # 19.** The meeting was also advised that the updates to AP # 310 have been coordinated with industry participants. The meeting approved the changes.

# AGENDA ITEM 5: UPDATES OF VDL MODE 4 DOCUMENTS

5.1 These issues were all dealt with under agenda item one in the review of the action items.

# AGENDA ITEM 6: UPDATES OF AMS(R)S SARPS DOCUMENTS AND ASSOCIATED TECHNICAL MANUALS

6.1 Although no WPs/IPs had been submitted for this agenda item, there was significant discussion on this subject which is summarised in the following paragraphs.

6.2 Liviu Popescu (EUROCONTROL) made a verbal update on the activities carried out in EUROCONTROL within the NEXUS group to develop a consolidated proposal for an update of the AMS(R)S SARPs. A presentation of the NEXUS group activities will be done in WGW-4 in September. This work with the objective of defining a consolidated proposal for an update of the SARPS, will focus mainly on performance.

6.3 The Secretary explained to the meeting that the INMARSAT SwiftBroadband system was being modified in order to be SARPS compliant and that because of the significant differences between this and the INMARSAT “Classic” system, a new section would be needed in the AMS(R)S Manual. A timeframe for this could not be given however it was felt that this work would probably begin in 12-18 months.

# COMMUNICATION ROADMAPS.

7.1 The Secretary opened this discussion by explaining that the briefing on the Aviation System Block Upgrade process given to WG-I also covered the roadmaps. He stressed again that although the roadmaps would be driven by the Blocks, they would also capture other CNS, AIM and Avionics developments.

7.2 On the subject of whether these would be NextGen/SESAR Driven, the secretary also explained that they would also include the activities of other States with significant plans or activities; Australia and Canada with ADS-B and Japan with CARATS being clear examples. He went on to say that the roadmaps would not just talk about high-level technology requirements but would allow users to drill-down and obtain information on the various regulatory and procedural requirements for each region.

7.3 When asked about the ACP’s involvement in this process, the Secretary explained that ICAO was in the process of establishing a dialogue with personnel responsible for NextGen and SESAR roadmaps in the respective organizations and so the ACP would only be indirectly involved. However ACP would be required to review the roadmap before release.

7.7 The Secretary also went on to say that as the roadmaps would be living documents, a process would be needed to keep them current.

# AGENDA ITEM 8: OTHER BUSINESS.

8.1 Brent Phillips introduced IP03, “AeroMACS Status Briefing”. The paper discussed the status of on-going performance and validation testing being conducted at Cleveland Hopkins International Airport. The FY11 activities which are currently funded by the FAA include the evaluation of selected ATC mobile applications on the AeroMACS, evaluation of antenna configurations for mobile subscriber stations, resolving channel bandwidth and center frequency spacing plans and performing further validation that the proposed AeroMACS complies with interference requirements.

8.2 The FY12 activities currently planned for include the assessment of requirements for data service segregation and reliable delivery of ATC and AOC applications, iinvestigation of secure and reliable methods for Private Key Management and synchronization across all AAA AeroMACS sites and support for the development of the AeroMACS Standards and Recommended Practices (SARPS) document in ICAO ACP Working Group S.

8.3 The briefing then covered industry standards development activities. Key points from this were that the AeroMACS profile had been completed by RTCA SC-223 and EUROCAE WG-82 and was presented and approved by the RTCA Program Management Committee. Work on MOPS development commence in February 2011. The meeting noted that approval to proceed with the establishment of WG-S was received during the last WG-W meeting. Therefore, it was agreed that a paper would be prepared and presented at the Sept 2011 WG-W meeting informing the ACP membership of the intention to initiate this new WG.

8.4 Terry Davis made the point that Aero-MACS could be the first implementation exploiting the ATN-IPS and hence would be a test case for many issues, some of which included:

1. The need to convey IP addresses to aircraft.
2. The need for a DNS structure
3. Issues related to triple-A and DNS servers.

8.5 As a briefing on SWIM had already been given to WG-I/14 which included most of those present, the opportunity was taken to obtain a briefing on OPLINKP instead. The OPLINKP secretary, Francois Robert provided an informal briefing which covered the following points:

1. Messages causing confusion
2. New messages for new apps.
3. Presentation to pilots
4. Harmonization of procedures.
5. Crash location – emergency mode
6. Network capacity
7. ADS-B via satellite
8. Language proficiency.

8.6 The Secretary presented WPs 7 and 8, which were submitted by DFS on work by the operations sub-group of the (EUR/NAT) AFSG. In summary these papers called for amendments to Annex 10 and Doc 9880 to allow the AFTN to support new message types, e.g. xNOTAM and OPMET.

8.7 Jean-Yves Piram explained that although these requests came from the operations sub-group of the AFSG, they were not approved by the AFSG. He also explained that there was significant divergence among AFSG members on this issue.

8.8 Jean-Yves explained that one philosophical objection to the requested changes was that it would prolong the use of the AFTN and delay migration to the AMHS and so should be avoided.

8.9 The group therefore decided not to take action on the requested amendments until the AFSG had approved them. The secretary took an action item to convey this outcome to the AFSG Operations sub-group. **ACTION ITEM #18-4:** Secretary to convey WG-M view on AFTN modification to AFSG

# AGENDA ITEM 9: NEXT MEETING

9.1 It was agreed that because of the Remembrance Day holiday in Canada and Europe the week of November 7 as agreed at WG-I/14 was not practical and that the both WG-I/15 and WG-M/19 should be moved to the week beginning November 14, 2011. The location will remain ICAO HQ in Montreal.

# APPENDIX 1 – LIST OF ATTENDEES

**ICAO ACP-WG M – Maintenance: Meeting 18, Montreal, Canada**

**July 20th – 22nd, 2011**

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| --- | --- | --- | --- |
| **NAME** | **ORGANIZATION**  | **PHONE / FAX** | **E-MAIL** |
| Brent Phillips | FAA | 202-385-7188 | Brent.Phillips@faa.gov |
| Vic Patel | FAA | 609-485-5046 | Vidyut.Patel@faa.gov |
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#  APPENDIX 2 – Proposed Agenda and Schedule

WG-M Proposed Agenda:

1. Approval of Agenda & Review of WG-M17 Report and Action Items

2. Configuration Management Process

3. ATN/OSI Document 9880 Update Status

1. ATN Security Standards Updates
2. AMHS and Directory Updates
3. Discussion on any validation activities towards Doc 9880 (e.g., a/g security)

4. Updates to VDL Mode 2 Documents

1. Discussion of VDL Mode 2 multi-frequency validation activities
2. Updates for VDL Mode 2 Technical Manual (Doc 9776)
3. Discussion on harmonization efforts towards Doc 9776, AEEC 631-6, and RTCA DO-224C / DO-281B

5. Updates of VDL-4 Documents

6. Updates of AMSRS SARPs Document and associated Technical Manuals

7. Development of Communications Roadmap

8. Other Business

a) Working Group S Initiation Discussion

b) AeroMACS additional Spectrum Allocation

b) SWIM in ICAO Presentation to ACP (Mike Hohm)

 c) ANC-12 Preparation Discussion

9 Next Meeting

#  APPENDIX 3 – List of Action Items

***Action Items OPEN following WG-M/17***

| **Action Item** | **Description** | **Status** |
| --- | --- | --- |
| #15-1 | Secretary to explore the possibility of improving the collection of data related to implementation issues by allowing the Regional Offices to act convey information related to implementation issues to ICAO HQ, thus allowing the Secretariat to then decide on the necessary action.  | OPEN pending further investigation |
| #15-4 | Secretary to provide guidance material on the use of the AMC in Part 2(b) of Document 9880.  | OPEN pending ACP web-site support and changes to Doc 9880 |
| #16-2 | Secretary to take action to allow the ICAO GIS Portal to be used as a means to the timely capture information on bilateral AMHS connections and other CNS developments. This includes the possibility of integrating some of the existing EUROCONTROL/ICAO EUR on-line databases with the ICAO GIS Portal. | OPEN |
| #16-5 | Once the AeroMACS profile is available, the Secretary to take action on the establishment of WG-S. | OPEN |
| #16-6 | Jean-Marc Vacher to amend Doc 9880 Part IIB to reflect the amendment proposal.  | OPEN |
| #16-8 | Tom McParland to obtain approval for Doc 9880 Security APs. | OPEN |
| #16-9 | Secretary to investigate the possibility of an on-line repository for Amendment Proposals.  | OPEN |
| # 16-10 | Secretary to remove the application-level message sets and user requirements of the CPDLC application from Doc 9880. Greg Saccone will provide the updated ADS-C and FIS applications, as defined by EUROCAE WG-78 and RTCA SC-214, for inclusion in Doc 9880 after the RTCA SC-214/EUROCAE WG-78 validation period is completed (currently scheduled for 3Q11). | OPEN – In Progress |
| #16-12 | Secretary/Ligler to amend Doc 9861 and submit for approval and publication concurrently with similar action to Doc 9871.  | OPEN |
| #17-2 | Where appropriate, Secretary to take steps to ensure alignment between actual implementation and provisions of Doc 9880.  | OPEN |
| #17-6 | Secretary to propose suggested VDL Mode 4 amendment to the next meeting of the WGW. | OPEN |
| #17-8 | Secretary to forward WP-5 to WG-F for consideration. Secretary to also propose suggested Annex 10 Vol 5 amendment to next meeting of WGW. | OPEN |
| #17-9 | Secretary to amend Doc 9776 to reflect the changes given in WP-16.  | OPEN |
| #17-10 | Secretary to forward WP-19 to WG-F with a request to development amendments to Annex 10 Volume V.  | OPEN – In Progress |
| #18-1 | Vic Patel (FAA) will produce a report to WGW in September about the current status of the work and the planned activities to define security provisions for Datalink services. The report will be co-ordinated with SC-214/WG-78 and EUROCONTROL before submission. | OPEN |
| #18-2 | Peter Muraca to contact Gregg Anderson to find out if the COCR is to be updated and how. | OPEN |
| #18-3 | J-Y Piram to forward details of the previous CCB to the Secretary for consideration.  | OPEN |
| #18-4 | Secretary to convey WG-M view on AFTN modification to AFSG | OPEN |

***Items for Follow-Up at WG-M/17***

| **Item** | **Description** | **Status** |
| --- | --- | --- |
| **#3:** | WG-M to consider a study to assess the impact of the security provisions for the ATN dialogue service on existing A/G application implementations and the Upper Layer Communication Services. | OPEN |
| **#4** | WG-M members to propose items for consideration at the 12th Air Navigation Conference. | OPEN |
| **#17-2** | WG-M to determine who shall oversee CCB process, initially this shall be the Secretary. Individuals to each have responsibility for a separate volume of Doc 9880 to be appointed.  | ON HOLD – refer #18-3. |
| **#17-3** | WG-M to monitor progress on the development of a broadcast solution for VDL Mode using the ATN. | OPEN |
| **#18-1** | The WG-M CCB process to be postponed until justified by the document processing workload.  | OPEN |